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CENTRAL.

The China Mail

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All sorts of
Artistic Printing
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MENUS PROGRAMMES
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Moderate Prices.

No. 14505

號一十月十零九百九千一第

HONGKONG, MONDAY, OCTOBER 11, 1909.

八十月八年九百九千一第

PRICE, \$8.00 Per Month.

THORNE'S
OLD VAT

\$15
PER
CASE



As supplied
to the
House of
Commons.

SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANCHURIA
A. S. WATSON & CO., LTD.
Hongkong, May 1, 1907.

SPORTING.

Football.

HONGKONG CLUB v. R.E.

This match was witnessed by a fairly large crowd of spectators on Saturday. There were several new players in the Club ranks, while the Engineers turned out a strong eleven, most of whom were seen a good deal last season. To the whistle of Sergeant Walsh of the Buffs, the teams lined out as follows:

Hongkong—Hickling: Carroll and McCubbin; Lester, Gregory and Kilby; Aitchison and May; Weston, Whitmarsh and Hertalet.

Engineers—Boardman, Coxson and Lamb; Jackson, McQuarrie and Cully; Parlow and Morrish; Meaney; Taylor and Hammond.

In spite of the heavy rain which had fallen in the earlier part of the day, the turf was in good condition. Kicking off with their backs to the western goal the Engineers at once got down into their opponents' territory. Hammond dropped the leather well into the mouth of the goal, but McCubbin happened to be on guard and he punted out, the ball falling to Carroll, who made safety doubly sure by relieving with a flying kick. In subsequent pressure the military outside left had another chance when he was left with an open goal at his mercy. His shot, however, went sadly wide of the mark. The next incident of note was a clever burst away by Aitchison on the extreme right. He forced matters so that the leather came off one of the R.E. defenders and glanced into the arms of the keeper, who had plenty of time to clear.

Soon after, Aitchison was again in the picture and the outcome of a speedy run up field was that a corner was forced, from which, however, nothing came. Play was transferred to the other end, where some pretty forward work by the soldiers was witnessed. The offside rule operated against Morrish when he was in a commanding position in the mouth of the goal, while moment later Parlow called upon Hickling to get away. From midfield Weston dashed away and when nearing the military goal, gave to Whitmarsh, who delivered a hotshot, but Boardman was much alive. In subsequent pressure by the Club the leather travelled out to Hertalet, who took a running drive at goal. The keeper managed to hold the ball for a second, but then it slipped from his grasp and passed between his legs into the net. This was some ten minutes prior to half-time. Nettled by their ill-luck the soldiers exerted pressure at the other end and were soon almost successful. Hickling was called on to kick out a powerful drive from Parlow, and in the scramble which ensued Carroll relieved with a big kick. Beyond a troublesome shot from May nothing further of note transpired in the opening half, at the conclusion of which the score stood at one goal to nil in the Club's favour.

The Club were the first to become aggressive in the second moiety. Boardman was early called upon to scoop up a shot from Weston, while—just afterwards—Hertalet brought the custodian to his knees in order to clear a clearance. The result of operations was then changed, Parlow sending in a beauty from the extreme right, which Hickling smartly got away. Both goals were visited in turn, and then the Engineers pinned the civilian defence down for a time. They forced two corners in succession without result but the desired end was achieved a moment later. Coxson sent up by a forceful kick and Hammond fastened on to the ball and dropped it into the goal's mouth. Morrish dashed up and succeeded in bundling the leather into the net, thus putting the teams level. The military were now playing up with much greater confidence and Hickling had to deal with many shots in succession from Taylor and Morrish, the latter being just diverted at the time by the Club keeper. A temporary visit to the other end was followed by the soldiers trying hard to get the lead. An offside goal was scored by Meaney, while later a likely shot from Parlow was made of no effect by being headed wide of the post. A further shot from Meaney gave Hickling some little trouble, but no further scoring took place, and time came with the score—Hongkong, 1 goal; Engineers, 1 goal.

A RARE MEDICINE.

DON'T be afraid to give Chamberlain's Cough Remedy to your children. It is intended especially for croup, colds, croup and whooping cough, and it is the best medicine for these diseases. It is pleasant to give to other people. For sale by all chemists and druggists.

Business Notices.

W. S. BAILEY & Co., Ltd.

ENGINEERS AND SHIPBUILDERS.

OFFICES AND WORKS,
KOWLOON CITY ROAD.

TELEPHONE, K. 21.

**HARMSTON'S
GRAND CIRCUS**
AND ROYAL MENAGERIE OF PERFORMING
WILD ANIMALS.

The Largest and Best Circus Combination Travelling the East.

Location of our Tents—
TRAMWAY TERMINUS, KENNEDY TOWN.

Grand Success of OUR FIRST CHANGE of Programme

**TO-NIGHT!
NEW ACTS! NEW ACTS!**
AGAIN TO-NIGHT at 9.15 Sharp.

OUR ALL-STAR COMPANY OF
LONDON & CONTINENTAL ARTISTES
30 IN NUMBER 30

NEXT MATINEE WEDNESDAY, October 13th.

DOORS OPEN 3 O'CLOCK. PERFORMANCE AT 4 P.M. SHARP.
Children Half-price to Matinees only.

Same Great Programme as in the Evening—Nothing curtailed.

For full particulars read our Descriptive Hand Bills.

Soldiers and Sailors in uniform Half-price to the \$1.00 and \$2.00 Seats.

Booking at ROBINSON PIANO CO., LTD.

Notice: Special Trains run before and after every performance.

MADAME HARMSTON-LOVE, COL. BOB LOVE, R. ALTON,
Proprietors, Sole Manager, Representative.

Hongkong, September 25, 1909.

REGRET

YOU WILL NEVER if you Visit MOHIDEEN & THAHA
in D'Aguilar Street, the new JEWELLERS

and DEALERS in

CEYLON PRECIOUS STONES

AND OTHER JEMS OF EVERY DESCRIPTION.

Hongkong, September 1, 1909.

PURE DRINKING WATER.

BERKEFELD FILTERS

DRIP FILTERS IN GLASS AND STONEWARE.

Pump Filters.

Pressure Filters.

Prices on application.

VICTORIA DISPENSARY.

NOTICE.

HAVING been appointed AGENTS in

Hongkong for the WESTERN

ASSURANCE COMPANY, we are pre-

pared to accept approved European and

Chinese risks at current rates.

JOHN D. BUMPRESS & SON,

Hongkong, August 17, 1909.

NOTICE.

HERR HEINRICH KOEHLER will

give a PIANO RECITAL at the

PEAK HOTEL on MONDAY EVENING,

the 11th instant, at 8.30 P.M.

Hongkong, October 7, 1909.

1287

E. C. WILKS,

M. I. MECH. E. A. M. I. A.

LATE OF WILKS & JACK, LD.

CONSULTING ENGINEER,

SURVEYOR, VALUER

AND ASSESSOR

OF

WORKS, WHARVES,

AND ALL CLASSES OF

MACHINERY & EFFECTS.

YORK BUILDINGS,

(1st Floor), HONGKONG.

Office Tel. 194. Residence 820.

Tel. Address: WIMBORNE, ROSSCROSS,

Hongkong, April 14, 1909.

615

GRAND CARLTON HOTEL.

8 and 10, Ice House Road.

TELEGRAPHIC ADDRESS: GRAND, HONGKONG.

RENOVED

FOR LUXURY, COMFORT, QUIET, FRESHNESS AND EXCELLENT COOKING.

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BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON.)

BELL'S ASBESTOS

THE MOST
RELIABLE
PACKING
FOR
DAGGER
PACKING
MARINE
ENGINES.

BELLY OF IMITATIONS. SOLE MANUFACTURERS.

BELL'S ASBESTOS CO., LTD., LONDON.

LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND.

OFFICE: 4, QUEEN'S BUILDINGS.

TELEGRAMS: ASBESTOS, HONGKONG. TELEPHONE No. 1.

LANE, CRAWFORD & CO.

TELEPHONE No. 97.

NEW STOCK OF TENNIS RACKETS

SPECIALLY MADE FOR L. C. & CO. BY

SLAZINGER & SON.

A LARGE SELECTION

from \$9 to

\$20.

GUT

REVIVER.

RACKET PRESSES.

LANE, CRAWFORD & CO.

A SMALL CASK OF

O. B. BEER

IS JUST THE THING FOR A

PICNIC.

COOL AND REFRESHING

(TAP PROVIDED).

Order from the

ORIENTAL BREWERY, LTD.

55-57, Des Voeux Road.

TELEPHONE 479.

Hongkong, June 26, 1909.

P. O. Box 233.

835

THE VIENNA CAFE COMPANY, LIMITED.

No. 34, QUEEN'S ROAD CENTRAL. TELEPHONE No. 924.

BEG to notify the Public that a modern and up-to-date BAKERY and CAFE under

exclusively European management has been OPENED at the above entirely

rebuild and modernised premises.

The latest sanitary improvements employed. Strictest cleanliness all over the place.

Use only First-class Flour and other Materials.

The Company has secured the services of Messrs J. SOMMER and A. SOLOMONSON

for the Bakery and Confectionery Departments. The long experience of both Gentle-

men in up-to-date establishments on the Continent is the best guarantee that only the

best ever produced in the Colony will be supplied.

The Patronage of the Public is respectfully solicited.

Hongkong, September 13, 1909.

1160

THE HONGKONG HOTEL.

UNRIVALED FOR COMFORT AND COINTEGRITY.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.

MODERATE TERMS AND NO EXTRA CHARGES.

BAND AT LUNCHEON AND DINNER. A. F. DAVIES, Manager.

PEAK HOTEL.

ADAMABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

OPEN to the South Western Summer and protected from the North-east Winds in

Winter. Commanding magnificent view of Hongkong, the Harbour and adjacent

islands for forty miles.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST HOTEL.

Terms: From \$5 per day Max. Telephone Add: 'Peak Hotel.'

Power Office: 1, Des Voeux Road.

Hongkong, February 8, 1908.

51

ASTOR HOUSE HOTEL

(LATE CONNAUGHT HOTEL).

QUEEN'S ROAD CENTRAL.

CENTRALLY situated, up-to-date Hotel. Recently renovated and under entirely

New Management. Large and comfortable Rooms, Excellent Cuisine, under the

superior and experienced French Chef.

PARTICULARS AND RATES on application to **MANAGER.**

L. GARNETT, Proprietor.

Hongkong, October 5, 1908.

1281

Business Notices.

GREEN ISLAND CEMENT CO., LTD.

PORTLAND CEMENT

In Casks of 375 lbs. net, \$5.50 per Cask, ex Factory

In Bags of 250 lbs. net, \$3.45 per Bag, ex Factory.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

FAIRALL & CO.

ARE SHOWING

NEW AUTUMN GOODS

on MONDAY, OCTOBER 4th,

COMPRISING:

NEW DRESS MATERIALS

MILLINERY

IN ALL THE LATEST SHADES AND MODES

Shoes, Gloves, Ribbons.

7 & 9, PEDDER STREET. TELEPHONE 644

DIAMONDS AND GEM-SET JEWELLERY

Rings, Brooches, Ear-rings, Pins, Pendants, Hair-combs,

Charms, Chains, Links, &c.

Jade Stone and Chinese Made Gold Jewellery.

GOLD & SILVER WATCHES, CLOCKS, OPTICAL GOODS.

Repairs of Watches and Jewellery effected by experienced Europeans.

J. ULLMANN & CO.

34, Queen's Road Central, Opposite General Post Office.

'OSRAM' ELECTRIC LAMPS.

'STRIKING'

ECONOMY!

Save 70 % of your current

bill.

'OSRAM' metallic filament

electric lamps save 70 % of

current, give a pure white

light and live longer.

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Intimations.

G. FALCONER & Co.,
WATCHMAKERS AND JEWELLERS.
HOTEL MANSIONS.

NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE
HIGH-CLASS GOLD AND SILVER WATCHES.
GARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
G. FALCONER & Co. ARE ASKED FOR ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KEVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

WING KEE & CO.,

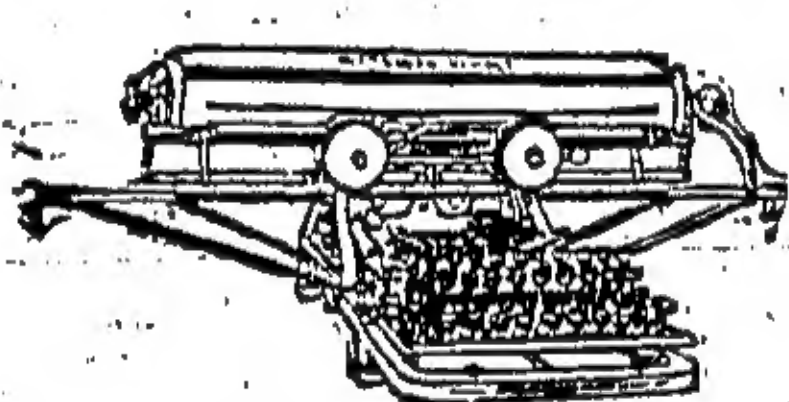
Nos. 47, 48 and 49, CONNAUGHT ROAD CENTRAL
SALE CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
MERCHANTS, ETC., ETC., OF FIFTY YEARS STANDING.
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.
FRANCISCO TSE YAT, General Manager.
Hongkong, August 12, 1908.

CHAMPAGNE
THE LEADING BRAND**G.H. MUNN & Co.**
REIMS

BY SPECIAL APPOINTMENT TO
H.M. THE KING OF BELGIUM



Thos. J. Jones & Co.
GENERAL AGENTS
FOR
HONG KONG, CANTON
& MACAO

BADGER'S
FIRE EXTINGUISHER.
AN OUNCE OF PREVENTION IS BETTER THAN A POUND OF CURE.
Indispensable for Offices, Schools, Clubs, Hospitals,
Godowns, Hotels, most recommendable for Private Resi-
dences, especially in Hill Districts.**THE PITTSBURGH**
VISIBLE
TYPEWRITER

RELIABLE, CHEAP, WRITING ALWAYS VISIBLE.
'Its All Write.'

SOLE AGENTS:
MELCHERS & CO.

DINNEFORD'S

The Universal Remedy for Acidity of the
Stomach, Headache, Heartburn, Indigestion,
Sour Eructations, Bilious Affections.

The Physician's
Cure for Gout,
Rheumatic Gout
and Gravel.

DINNEFORD'S
MAGNESIA**JOHN OAKLEY & SONS**
EMERY
EMERY GLASS BLACK
CLOTH PAPER LEAD
WELLINGTON KNIFE POLISH.

JOHN OAKLEY & SONS Limited, "Wellington Mills," LONDON.

PREMIUM
BONDS

What are these bonds?
They are high-class and absolutely safe securities, payable in London, and by the
various Governments and Municipalities of the world. They are redeemable at par, and
drawings are made with Cash Premiums varying from £40 to £100,000, or at the very
least, at their full nominal value.
EASY PAYMENTS.
We sell these Bonds singly or in combinations of the same, and in such cases,
payable by convenient Monthly Installments varying from the £2
to the £100, and with Cash Premiums, sent post free.
Write for Hongkong, and post free.
MELVILLE CLYDE & Co., Bankers, 2, Rue de la Paix, PARIS (France).

Intimations.

MITSU BISHI COSHI KWAISHA
(MITSU BISHI CO.)
COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKA-
SIMA, OCHI, MATSUE, HOJO,
NAMASUTA, SAYO, SHINNEW
and KAMIYAMADA Collieries.

SOLE AGENTS FOR KISHIDAKE, MI
YAO, and KIGIO-KOMATSU Coals.

HEAD OFFICE: TOKYO.

BRANCH OFFICES:—

Nagasaki, Moji, Karatsu,

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Shanghai, Hongkong, Hankow.

Trs. Addresses for above: 'IWASAKI'

Codes:—A1, ABO 6th Ed., Western Union.

AGENCIES:

YOKOHAMA: M. Asada, Esq.

CHINKIANG: Messrs Gearing &

Co.

MANILA: Messrs Macandray &

Co.

For particulars, apply to

H. OISHI,

Manager,

No. 2, PEDDER STREET,

HONGKONG, January 2, 1909.

THE DAIRY FARM CO., LTD.

NOTICE TO SHAREHOLDERS.

THE THIRTEENTH ORDINARY

MEETING OF SHAREHOLDERS

will be held at the Company's

Office, 2, Lower

Albert Road, Hongkong, on

THURSDAY,

the 19th October, at 10.30 a.m., for the

purpose of considering the Report of the

Directors and Statement of Accounts to

31st July, 1909.

The TRANSFER BOOKS of the Com-

pany will be CLOSED from 11th to 19th

October, 1909, both days inclusive.

By Order,

M. MANUE,

Acting Secretary.

Hongkong, October 1, 1909.

CANTON INSURANCE OFFICE

LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-EIGHTH ORDINARY

MEETING OF SHAREHOLDERS

will be held at the Office of the

Undersecretary, at 11 A.M., on

THURSDAY,

the 19th October, at 11 A.M., for the

purpose of considering the Report of the

Directors and Statement of Accounts to

31st July, 1909.

The TRANSFER BOOKS of the Com-

pany will be CLOSED from 11th to 19th

October, 1909, both days inclusive.

By Order,

J. F. HOUGH,

Clerk of the Office.

Hongkong, October 6, 1909.

HONGKONG ST. ANDREW'S

SOCIETY.

INTENDING APPLICANTS FOR MEMBERSHIP

SHIP TO ST. ANDREW'S SOCIETY

are invited to forward their names to the

Undersecretary for submission to the General

Committee. The entrance fee is \$5, and the

Annual Subscription \$2.00. Any

responsible person may be eligible for

Membership.

DAVID WOOD,

Hon. Secretary.

Hongkong, September 6, 1909.

A VANCOUVER ISLAND OFFERS

SUNSHINY, mild climate; good

profits for young men with small capital in

business professions, fruitgrowing, poultry,

farming, manufacturing, hotels, timber,

mining, railroads, navigation, fisheries, etc.

For authentic information, free

booklets, write Vancouver Island Develop-

ment League, Room 447, Law Chambers,

Bldg., Victoria, B.C.

Hongkong, September 13, 1909.

1162

ASAHI

BEER

SAPPORO

BEER

TO BE OBTAINED

FROM ALL WINE DEALERS

SHIMIZU BOTTLING CO.

MITSU BUSHI KATSHA

Hongkong, October 1, 1909.

1173

BOY SCOUTS.

Hongkong runs to a Cadet Corps in con-
nection with its public schools, but so far
we have not risen to the dignity of raising
a company of Boy Scouts. They reached
that distinction in Singapore some time
ago, but the fact has gone forth that the
Company is to be disbanded, whereupon
"E.A.H." writes to the Singapore Free
Press as follows:—Speaking as a mother, I
would say that it would be a thousand
pities were the Boy Scouts of Singapore to
be disbanded. It is not long since they
appeared on the scene in England and
already there are thousands of them. One
is always coming across them at unexpected
moments. I have seen them in the suburbs
of a large town setting forth at dusk in a lit-
tle troop on some foray or other, a dozen lit-
tle fellows eager and excited about what they
are going to do; proud in their distinctive
uniform, stepping out with eager step and
high imagination. Think what it means to
them, these boys of the large towns and
suburbs, scouting, what visions of the
Prairies, of trails, of grizzly bears and Red
Indian Braves. Think what it means to
them in our fast receding countryside,
these glimpses of the world of nature which
boys love so much, these rambles into the
unknown, these visions of deepest interest
in what seems to the uninitiated the most
trivial, the toll tale sounds scarce audible
but which a Scout's ear catches, the train-
ing to eye and ear as they search the ground
or tree trunks for marks which show the
whereabouts of friends or rivals—the mark
which means "Three paces from here to
the north is a letter buried," and things
like that. Then the storing up of their
observations and the expression of them.

Boys are of course naturally clever at
things out of doors, and they have always
accumulated a marvellous store of infor-
mation about natural objects. It has not
needed Scout-craft to teach that. But
here-to-for in this generation have they
not been rather neglected, the little boys,
the fathers of the men to be? The world
has become so much interested in the
development and education of the little
girls, who are naturally perhaps more
fascinating, that the boys have rather
suffered to a background of silence for lack
of sympathy and there was the likelihood
of their growing up solitary and pugged.

Now, however, Scout-craft has come
along, the little fellow is blossoming out,
his doings are counted worthy of attention,
even as his sister's dolls and dancing. He
is connected now with the great world, he
is being humanised and Christianised.
Even this week's Canton in Puck's com-
menced with him.—"Our Youngest Line
of Defence," the great B. P. has reviewed
the Boy Scouts at the Crystal Palace, and
to crown all, has not King Edward himself
sent them a message!

What a humanising influence it must
have on many boyish minds to know that
they are bound to do a "kind turn" every
day for some one, which I believe is one of
the rules, not to take any sort of a bribe,
all sorts of things which it was formerly
left to the boy himself to find out. I re-
member what a surprise my own small
Boy Scout gave me last year when, fresh
from boarding school where he had become
an enthusiastic member of the Order, on
the first day of the holidays we passed the
flag staff of the Signal Station on the beach.
He had always almost painfully shrunk
from any display of any sort of feeling.
But to my surprise as we neared the flagstaff
he said: "You know, mother, I have to
salute the flag as we pass," and he did it
openly, though there were a good many
people about. Evidently the knowledge
of the fellowship of thousands of other
Scouts sustained him.

And nowadays he finds Scouts every-
where he goes, and can forget with them
and his letters are full of all sorts of
interesting details of new things he has
learned and noticed. "Our master sat
blinded in the midst of the bracken on a
hillside, and we had to make our way up
to where he was without being heard. I
was very hard to do it." At other times he
tells of expeditions on the moors, with their
knapsacks full of potatoes. "When we
got to the beacon we lighted a fire, and
cooked our potatoes in the embers."

Then there are the Sing Songs at which
he actually sings solo! I believe!
It is a great Brotherhood, and I think
when the men of Singapore have their
Freemasonry, the Ladies their Bisley, the
girls their Doll Show, then the little boys
might be allowed to keep their Scouting.

Lord Kitchener's inspection of the
Shanghai Volunteer Corps was a great
success. When the march-past began the
Light Horse led the way looking smart and
orderly. Next came the Artillery and the
Maxims each maintaining their reputation
for general efficiency. The Infantry went
past in the following order: "A" Com-
pany, "B," Cossacks, German, American,
Japanese, Portuguese and Chinese; and all
marched well. Lord Kitchener appeared
to take the keenest interest in the ob-
serving the results of equal opportunity among
nationalities, and judging by the alert ap-
pearance of the Volunteers, no small part in
the general turn-out.

FOR WREATHING COUGHS.
GIVE Chamberlain's Cough Remedy.
It will stop the cough, loosen the phlegm,
and soothe the inflamed throat. It is the best
coughing, croup, and whooping-cough
remedy for all children and adults.
For sale by all chemists and druggists.

Intimations.

MEE CHEUNG & CO.,
ART PHOTOGRAPHER, ICE HOUSE LANE.

SPECIALIST IN ENLARGING AND BROMIDE WORK.

Select Views of Hongkong and South China.

Special Department for Developing and Printing for Amateurs.

CAMERAS FOR HIRE.

ORIENTAL HOTEL

No. 2, Queen's Road Central.

Telephone No. 127.

A THOROUGHLY FIRST-CLASS AND UP-TO-DATE HOTEL.

CUISINE under European Supervision. Grills at short notice. Private Bar and

Billiard Room. Monthly Rates for Time and Dinner.

TELEGRAPHIC ADDRESS: "COMFORT" HONGKONG.

M. USCHMANN, Proprietor.

Formerly M. MATTHEY.

HONGKONG VOLUNTEER
CORPS.**GRAND OPEN AIR CONCERT**

WILL BE HELD ON

VOLUNTEER PARADE GROUND

SATURDAY, Oct. 23, at 9.15 p.m.

IN AID OF THE

DIOCESAN GIRLS' ORPHANAGE.

ADMISSION.....FREE.

Tickets to be obtained at Volunteer

Head Quarters or from the Committee of

the Ladies' Benevolent Society and the

Diocean Girls' Orphanage.

Hongkong, October 4, 1909.

1249

HONGKONG AND WHAMPOA DOCK

COMPANY, LIMITED.

NOTICE

NOTICE is hereby given that Mr. R.

M. DYER, having been appointed

CHIEF MANAGER of the Company,

takes up the duties of the position from

this date.

By Order of the Board of Directors,

W. J. GRESSON,

Chairman.

Hongkong, October 5, 1909.

1250

CHINA EXPRESS CO.,

3, DUNDRELL STREET.

Telephone 688. P. O. Box 154.

IMPORT SPECIALITY.—Seeds suitable for

growing in the Climate.

EXPORT SPECIALITY.—Cloves in any quan-

tity at wholesale prices.

Agents for Contractors to

IMPERIAL GERMAN and ROYAL DANISH

PAPER POST.

SHIPPING, FORWARDING and INSURANCE

AGENTS.

PACKING & WAREHOUSING.

PARCELS and cases of any size, shape,

or weight sent to all parts of the world.

Duty and all other charges can be prepaid,

if desired, so that they are delivered abso-

lutely free.

1251

YUEN HING.

No. 4, D'AGUIAR STREET.

SWATOW KIA LAK FACTORY.

MANUFACTURERS, WHOLESALE & RETAIL.

Dealer in all kinds of

Hand-made Drawn Work.

Embroidery, Chinese Linen, Grass

Cloth, Feather Ware, etc.

ALL OF THE BEST QUALITY.

HONGKONG.

Telephone, August 10, 1909.

1252

PATELL & CO.,

Exporters & Importers

General Merchants

and

Commission Agents.

Hongkong and

Canton.

1253

MARTIN'S

APOLIST

PILLS

A French Laboratory has discovered a

new and powerful remedy for the cure of

all kinds of diseases of the urinary

tract, such as Gout, Rheumatism, Gravel,

Neuritis, etc., and also for the cure of

all kinds of diseases of the blood, such as

Scabies, Eczema, etc., and also for the

cure of all kinds of diseases of the skin,

such as Psoriasis, etc., and also for the

cure of all kinds of diseases of the

respiratory tract, such as Asthma, etc.,

and also for the cure of all kinds of

diseases of the digestive tract, such as

Indigestion, etc., and also for the cure

of all kinds of diseases of the nervous

system, such as Hysteria, etc., and also

for the cure of all kinds of diseases of</

LADIES are reminded that the cool season is now approaching and that

POWELL'S

HAVE JUST UNPACKED THEIR

AUTUMN COATS, COSTUMES and ULSTERS.

EARLY CUSTOMERS WILL HAVE THE BEST SELECTION.

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Requisites.

We have just received a large and entirely new assortment of smokers' requisites, from the celebrated B.B. Factory, including briar, meerschaum and calabash pipes, with and without cases. Qualities ranging from the cheaper kinds to the most luxurious. Also meerschaum and amber, and all other Cigar and Cigarette Holders, etc., etc.

We specially recommend the new 'Clebo' pipe which embodies the latest contrivances calculated to afford a cool and dry smoke.

CIGARS

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Highly recommended

LOTUS in boxes of 25...\$11 per 100.
GRAND ROYAL—EL TAMANDO in boxes of 50...\$8 per 100.

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ALEXANDRA BUILDINGS AND KOWLOON DISPENSARY.

VICTORIA CINEMATOGRAH.

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TO-NIGHT: The Celebrated Athlete and Wrestler MR. WANDA CRIBB.

MR. GALARD & LEE. SONGS AND DANCES.

The Champion in Clog Dance MR. H. GUY.

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HAVE NO EQUAL FOR BEAUTY OF TONE.

PERFECTION OF TOUCH.

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MEMOS FOR TO-MORROW.

Amusements.

9.15 p.m.—Performance of Harmonium's Circus at Kennedy Town.

Miscellaneous.

Transfer Books of Dairy Farm Co., Ltd., close from this date to 19th inst., inclusive.

General Memoranda.

Wednesday, October 13—3 p.m.—Auction of Leasehold Properties at Messrs. Hughes & Hough's Sales Rooms.

Thursday, October 14—2.30 p.m.—Auction of Chinese and Japanese Curious at Mr. Geo. P. Lammer's Sales Rooms.

Friday, October 15—12.30 p.m.—Meeting of Dairy Farm Co., Ltd. at Co.'s Town Office.

Friday, October 22—11 a.m.—Meeting of Canton Insurance Office, Ltd. at Messrs. Jardine, Matheson & Co.'s Office.

Saturday, October 23—12.15 p.m.—Meeting of Hongkong Jockey Club on the ground floor of Hongkong Club Annex, Chester Road.

9.15 p.m.—Open Air Concert on Volunteer Parade Ground.

The China Mail

HONGKONG, MONDAY, OCTOBER 11, 1909

THE PASSING OF A GREAT ASTRONOMER.

The death of America's foremost mathematician and astronomer, Dr. Simon Newcomb, has drawn forth some remarkable tributes to his memory, many of which the *Literary Digest* admirably condenses. Thus we find Sir Robert Ball writing in *Nature*, "By the death of Prof. Simon Newcomb science has sustained one of the most severe blows of recent years. America has lost her most eminent man of science, and not since the death of Adams has the world been deprived of so illustrious an investigator in theoretical astronomy. As in the case of other men who have risen to a foremost position in science, Newcomb was wonderfully versatile. He was, as we have seen, a leader among mathematical astronomers, he did good work on various occasions in practical observation, and that he was a skilful experimenter when occasion required is shown by his beautiful investigations of the velocity of light, but Newcomb also wrote a number of books intended more for the general public than for technical astronomers. Those who had the privilege of enjoying Professor Newcomb's friendship will recognize throughout 'Popular Astronomy' indications of that quaint humor which was so characteristic of the author. He wrote many other books; he was recognized as an authority on comets and life assurance, and he

even wrote a novel. It need hardly be said that for a self-taught man to become one of the most consummate mathematicians of his day, and one of the great leaders of science, not only great abilities, but indomitable industry were necessary. Newcomb was an indefatigable worker. From morning until night he was at his desk, and yet such was the kindness of the man that when a demand on his time and friendship was made by a brother astronomer or mathematician, his books were laid aside, and he would devote himself assiduously to a day of gracious offices for his visitor.

Thus passes from the world the most conspicuous figure among the brilliant band of contemporary American astronomers. His inspiring example will long be treasured by those who were acquainted with his work.

Of Newcomb's work on the *Nautical Almanac* a writer in *The Scientific American* says that he thoroughly re-organized the office and placed it upon a more scientific footing. "He mapped out a programme of work which involved a discussion of all the observations of value on the positions of the sun, moon, and planets, and incidentally on the bright fixed stars, made at the leading observatories of the world since 1750—a programme which involved a repetition, in the space of ten or fifteen years, of an important part of the world's work in astronomy for more than a century past. It was impossible to carry out this plan in all its completeness, so that Newcomb was obliged to confine himself to a correction of the reductions already made and published. For all that, the task was one which, in magnitude, probably exceeded any ever before attempted by astronomers. The number of meridians observed on the Sun, Mercury, Venus, and Mars alone numbered 92,030. Still other branches of the *Nautical Almanac* Office work involved the computation of formulae for the perturbation of the various planets by one another.

The work of Newcomb's life, however, was the theoretical explanation of the observed motions of the planets—a task that grows more difficult, of course, as more delicate observations bring to light smaller and smaller perturbations in these motions. This, Newcomb himself called "the great problem of exact astronomy." Says Dr. Arthur E. Bortolucci in an article contributed to *The American Review of Reviews*:—"If the universe consisted of but two bodies—say, the sun and a planet—the motion would be simplicity itself; the planet would describe an exact ellipse about the sun, and this orbit would never change in form, size, or position. With the addition of only one more body, the problem at once becomes so much more difficult as to be practically insoluble; indeed, the 'problem of the three bodies' has been attacked by astronomers for years without the discovery of any general formula to express the resulting motions. For the actually existing system of many planets with their satellites and countless asteroids, only an approximation is possible. The actual motions as observed and measured from year to year are most complex. Can these be completely accounted for by the mutual attractions of the bodies, according to the law of gravitation as enunciated by Sir Isaac Newton? In Newcomb's words, 'Does any world move otherwise than as it is attracted by other worlds?' Of course, Newcomb has not been the only astronomer to work on this problem, but it has been his life-work, and his contributions to its solution have been very noteworthy.

"It is difficult to make the ordinary reader understand the obstacles in the way of such a determination as this, its two elements are, of course, the computing out of the lines in which the bodies concerned actually do move and the calculations of the orbits in which they ought to move. If the accepted laws of planetary motion are true, 'The first involves the study of thousands of observations made during long years by different men in far distant lands, the discussion of their probable errors, and their reduction to a common standard. The latter requires the use of the most refined methods of mathematical

analysis; it is, as Newcomb says, 'of a complexity beyond the powers of ordinary conception.' In works on celestial mechanics a single formula may fill a whole chapter.

"This problem first attracted Newcomb's attention when a young man at Cambridge, when by analysis of the motions of the asteroids he showed, that the orbits of these minor planets had not, for several hundred thousand years past, intersected at a single point, and that they could not, therefore, have resulted, during that period, from the explosion of a single large body, as had been supposed.

"Later, when Newcomb's investigations along this line had extended to the major planets and their satellites, a curious anomaly in the moon's motion made it necessary for him to look for possible observations made long before those hitherto recorded. The accepted tables were based on observations extending back as far as 1750, but Newcomb, by searching the archives of European observatories, succeeded in 'discovering' data taken as early as 1650, not, of course, with such an investigation as this in view, but chiefly out of pure scientific curiosity. The reduction of such observations, especially as the old French astronomers used apparent time, which was frequently in error of an hour or so, was a matter of great difficulty. The ancient observer, having no idea of the use that was to be made of his work, had supplied no facilities for interpreting it, and much comparison and examination was necessary to find out what sort of instrument was used, how the observations were made, and how they should be utilized for the required purpose. The result was a vastly more accurate lunar theory than had formerly obtained."

Newcomb, writing in *Locksley Hall* over seventy years ago, had such a man as Simon Newcomb in his mind's eye when he said:—"Knowledge comes, but wisdom lingers and lingers on the shore, and the individual withers, and the world is more and more."

GOVERNMENT HOUSE.

We are requested to state that owing to the unsettled condition of the weather, the small "At Home" at Mountain Lodge, for which invitations have been issued for to-morrow, has been postponed until Thursday, 14th instant.

TYPE-IONS.

Tourists received the last typhoon which passed Hongkong by and considerable damage has been done there.

On Sunday the Manila Observatory wired to the American Consulate-General at Hongkong that a cyclone or typhoon was developing south of the western Carolines, but its direction was then unknown. At 9 o'clock this morning a second message was despatched reading:—"Cyclone or typhoon, bear, or over, the Western Carolines, direction unknown." The Hongkong Observatory to-day speaks of the last typhoon having reached Northern Annam, but says little about the new depression.

NEWS OF THE DAY.

We learn that normal cable communication with Funchal is restored.

There was one case of enteric fever, a Portuguese, in Hongkong last week.

The German Mail of the 9th September was delivered in London on the 8th inst.

One case of puerperal fever, Chinese, was reported in Victoria during the week ending October 9.

We remind our readers of Herr Koehler's pianoforte recital at the Pekk Hotel this evening. It begins at 9.30 o'clock.

The feast day of Confucius was fittingly observed in Hongkong on Sunday, many lanterns, much bunting and pretty floral displays decorating the streets.

Soon after 9 a.m. this morning the axle of car No. 22 broke when near the Soldiers' and Sailors' Home in Arsenal Street and for a time a number of tramcars were held up, the service being delayed in consequence.

This week's *Overland China Mail* is now ready. It contains a full report of the Governor's speech at the Legislative Council Meeting. Copies for friends at home can be bought and posted from the office of this paper. Orders should be sent in first thing to-morrow morning.

A Constantinople telegram states that the German Embassy there has presented to the Porte a claim for the losses which were sustained by German subjects in the Adams disturbances. The French and Italian Embassies will shortly present similar claims. It is understood that the Italian claims will exceed Frs. 100,000.

A CAPTAIN'S DISMISSAL.

Action in the Summary Court.

In the Court of Summary Jurisdiction to-day, before the Puisne Judge (Mr. Justice Gompertz), Capt. Cooper, late master of the steamship Tak Hing, brought an action against the Sze Yap Steamship Co., claiming \$868.33 as damages for wrongful dismissal, \$108.33 being for wages due and \$760 for three months' wages in lieu of notice. A sum of \$200 was paid into Court and admitted by defendants to be due.

Mr. Reader Harris (from the office of Messrs. Wilkinson and Grist) was for plaintiff, and Mr. P. Symonham Dixon for defendants.

Mr. Harris said he wished to amend the writ so as to add \$141.67 to the claim, this being for wages from the 1st to the 10th of September. (He Mr. Harris) was not aware that the defendants had not paid actually work, and he now asked leave to add that sum. That would bring the total claim to \$1,000.

Mr. Dixon said in that case he must ask for costs up to to-day, because it was after the whole case. This was sprung on him and he would be entitled to have the case adjourned, but if he did not ask for the costs he could ask for costs. His friend was in fact not having received proper instructions.

The Puisne Judge—You may have all sorts of incidental to the amendment, but I should think they would be nothing. That is what you are entitled to.

Mr. Harris, pending the case, said plaintiff was engaged on December 1st last upon the terms that he was to be master of the Sze Yap. Tak Hing at a salary of \$225 a month for the first six months and \$200 for the second six months. There was a written confirmation of this agreement, but there were no terms limiting the agreement or any reference to a time of dismissal by either side.

His Lordship—What do you say the engagement is then?

Mr. Harris—I think that is a very doubtful point, but I think it is an engagement for a year. I think defendants had power to give reasonable notice of dismissal. The question turns on what is a reasonable term of notice within the custom of the Court. Mr. Harris quoted a case decided some years ago by Sir Henry Berkeley, and contended that this was on all fours. It was then held that three months' notice should be given.

Proceeding, Mr. Harris said at the end of six months plaintiff's salary was increased according to agreement, but on the 15th of Sept. he received a letter from the manager of the Sze Yap saying his services would no longer be required and asking him to call at the Company's office to receive his wages, and asking him to hand over the ship's register and tickets to Mr. William Dixon who had been appointed master of the ship.

Plaintiff then gave evidence, confirming Mr. Harris's statement and adding that he had never been notified that his services were in any way unsatisfactory.

Cross examined by Mr. Dixon—Why did the Company dismiss you at a moment's notice?—That I don't know.

Now there is always a reason why people are dismissed. (an you give me any reason why they should dismiss you?—None whatever.)

You conduct, I suppose, had always been beyond reproach?—Yes.

You had never had any accidents with the ship?—No. Not while I was in charge.

And you never had any quarrels with the manager or the people on board ship?—Never.

You really mean to swear that while you were in charge of the Tak Hing there were never any accidents?—Yes, there were accidents, but I was not on deck.

You mean you were on shore at the time?—No, I was on the ship.

I put it to you that during the last few months there had been one or two accidents on board the ship?—There has not.

We all know of one accident where the boat collided with a night boat?—Yes. That was one accident?—Yes, and they decided in my favour at the Harbour Office.

On the 6th day of December last your propeller got entangled with a night boat's rope. Do you remember that?—That is the case which you have already quoted.

No, this is another case. I beg to differ. Well, we will come to another then. I don't think you know which one you are coming to.

On the 1st day of March you struck the San Cheong, didn't you?—I never struck the San Cheong.

Well, you had some collision with her?—I never had any collision with her.

What happened then?—I drifted on top of her.

And your Company had to pay a sum of \$60 for repairing her?—Yes.

On the 14th day of February when your ship arrived at the wharf her propeller became entangled with some rope and that cost \$200?—I had nothing to do with that. I was ashore.

So you admit to two accidents while you were on board and one while you were not?—Yes, but in both cases I was exonerated by the Harbour Master.

Whether you were to blame or not these three accidents have cost the Company well over a thousand dollars?—Well, I would say a hundred dollars.

There have been continued complaints against you for taking a very long time in mooring alongside the wharf, haven't there?—I have sufficient reasons for doing so. There have never been any complaints made to me.

But there have been to the manager; you know that, don't you?—No.

Has not the manager come to you and complained that passengers had been complaining because of the long time you took in getting to the wharf?—Never.

You swear to that?—I swear to it.

Why do you take such a long time to get to the wharf because the ship wants very careful handling?

You know that the other captain takes a quarter of an hour, don't you?—I don't know what time he takes, but I can prove that I take six minutes.

Oh, I'll give it up.

Will you swear you never take more than six minutes as a rule?—Yes, between six and eighteen minutes.

Then you don't take a long time to getting in at all; you take a very quick time?—Well, I have always been told that I did it very quickly.

Re-examined by Mr. Harris—Do you know what Capt. Bishop's salary is?—\$225 a month.

Does that strike you as a very good reason for dismissing you?—A very good reason.

Evidence was given by Capt. Monney, chief officer of the Tak Hing, to the effect that it was the custom, I suppose, that the captain should be given three months' notice.

Mr. Dixon, for defendants, said Capt. Cooper was only master of a river boat and

was paid a monthly wage. So if he got a month's wages he would really do very well indeed. The reason he was dismissed was that there was a whole series of complaints against him. He had had one accident after another and in mooring the ship he often took over an hour. Evidence was then called for the defence. The case was adjourned until Wednesday at noon.

HONGKONG UNIVERSITY FUND.

Big Donation From Canton.

We are informed that Mr. Cheung Fat Sze, a prominent resident of Canton, has forwarded to H.K. the Governor towards the University endowment fund the handsome sum of \$100,000, which he has succeeded in collecting from residents in the Canton district.

"THE MAGISTRACY."

Mr. J. R. Wood took his seat on the Bench at the Magistrate's this morning as acting First Magistrate, while there was no one presiding in the Second Court. It is understood that Mr. Halliday, who is at present at home on leave, will act as Second Magistrate.

There are always an extra number of cases on Mondays and it is extremely unfortunate that only one Magistrate was presiding this morning as such a thing makes the work very congested and considerably delays everyone who is obliged to attend at Court.

SOCIAL AND PERSONAL.

A Katsan Prince of the Blood has died of cholera at Seoul.

The new Russian Minister, M. Peklowski Koniell, has arrived at Tientsin.

Major G. J. Morris, Inspector of Works for Engineering Services, Scottish Command, is appointed for duty at Hongkong.

In view of his heroism in attempting to save Sir Carson Wylie, the Government of Bombay is contributing £100 to the memorial to Dr. Lalce.

King Edward has received Lieut. General Baden Powell at Epsom and has conferred upon him the order of Knight Commander of the Royal Victorian Order.

"He has given me seven black eyes in our seven years' married life, and put me in the dustbin and shut down the lid," said Faintine Newman when sent to prison at Norwich for assaulting her husband.

Mr. J. J. Lewis, Consul General for Portugal and Brazil, who had the misfortune to fracture his right leg about a month ago, is making rapid progress to recovery. On Sunday the popular Consul was able to leave his bed for the first time since the accident and take a little gentle exercise with the aid of a pair of crutches.

HARMSTON'S CIRCUS.

On Sunday night there being a change of programme at Harnston's Circus a large attendance assembled to witness the good fare provided. If the rain keeps off there should be bumper houses to see these clever performers during the week. The new items are Rudeis, the Trump Cyclist, the comedienne on a Bicycle, the Shetland ponies introduced by Mr. A. Ryan, finishing with the pony Mascon, galloping the revolving table. This is an exceedingly amusing turn and it was announced from the ring that a competition would be held some time this week in order to give local gentlemen a chance of trying their skill in keeping on the table while revolving. The Harnston family were to the fore in new riding acts and did the triple jockey act splendidly. Pimple and Roberto kept the audience in good humour while the Sydneys, Karasaghs and the performing tigers together contributed to make up one of the best performances ever seen in Hongkong.

There will be another matinee on Wednesday at 4 p.m. prompt.

Mr. Craddock, the Hongkong Agent of the O.P.R., is in receipt of a telegram from the Yokohama Agency advising that a further Marconigram has reached there from the Empress of India. The steamer was, then, at 11 p.m., 9th October, 1500 miles distant from Japan. This is well on towards half the distance between land and land and the probability is that as soon as she gets out of range of Japan she will be within wireless reach of the station on the Canadian side.

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FOOTBALL NOTES.

We are now in the thick of it. To see the big crowd of football enthusiasts waiting its way to Happy Valley on Saturday was like old times. It made one even forget that we had several months of waiting heat since the last League and Shield encounters were completed. At first it seemed as though the heavy rain which fell in the morning would upset the first batch of fixtures mapped out with so much care, but a couple of hours' immunity from damp was sufficient to allow the turf to nicely dry. In fact, the rain rather improved the grounds than otherwise, while the total absence of sunbline, made the conditions for opening matches ideal.

It was generally anticipated that the game between the Hongkong Club and the R.E. would produce the closest struggle of the three League matches down for decision. Such it proved to be. It was the only draw of the day, two goals being equally divided. On play a division of the points at stake was a result at which neither side could cavil, though both teams might easily have added to the score.

Though the soldiers failed to show up as well as their supporters hoped, they have enough talent to make them a really dangerous side. Most of the men were seen operating last year, and what is wanted is not so much a change in the personnel of the eleven as a closer study of the finer points of the game by the team as at present constituted, and a change of method in style.

One would have thought that the ineffectiveness of short, choppy passing in front of a lively defence had been as long realised that it needed not to be commented upon. Yet this was more often than not the type of play favoured by the military forces in attack. There is nothing which will nonplus defenders more than for the opposing front rank to sling the ball well about. Long wing-to-wing passes and shots from unexpected quarters have won and will yet win many a match.

The next falling of the Engineers was the carelessness of the halves in constantly over-shooting their forwards. Here where quick, short diagonal passes would have been of some use, they were totally ignored. A lucky kick sent by the half-backs to the half-back men far more than a few short transfers of the leather on to the foot of one of the front-rankers. The result was that although the ball was meant for the Engineers' forwards it nine times out of ten landed within comfortable reach of the Hongkong backs who generally had plenty of time to clear.

These are merely delinquencies in tactics and not radical failures impossible of alteration. So with a closer remembrance of these points improvements should soon be made. Of the men who struck me as being the most useful were Cronin, McQuarrie, Taylor, Munnay and Parlow, the last-named proving himself an exceedingly clever and speedy youngster.

Considerable interest was centred in the question as to how the Club team would shape. There were several new faces seen and the general opinion was that at least some commissions of material had been unearthed. Taken in a collective sense the team acquitted itself fairly well and with a judicious weeding out process and a little rearrangement a thoroughly capable side can be got together. One of the new recruits in the half-back line, while a couple of the forwards made cohesion among the front rank rather difficult.

The "star" man of the match was undoubtedly Aitchison, a very much-alive outside right, who made up in dash and cleverness what he lacked in stature. It was unfortunate that he was only given few chances to shine, but when he did get going he shaped all over like a master player. In the second half he was shamefully neglected. This was largely due to the fact that the half-backs, led by Lester, a new-comer whose display could not be described as impressive. A change will be needed here, but I imagine that will be easy when Barlow is available.

A special word is also due to McDubbin, who gave us some of his last year's form. To break up many an ugly rush. Kirby, a left half from Yokohama, did a lot of conscientious work in a quiet way, and should certainly be given a further trial. Of the new forwards besides Aitchison none were over brilliant. Herriot was perhaps the best of the moderate four; May did some good things, but was rather inconsistent while Whitmarsh used his weight to advantage, but was not to be sprung upon him.

In the centre-forward berth Weston played with plenty of dash; Gregory was immensely good at centre-half; Carroll did some remarkably good and also some rather loose work at right-back; while Hickling excelled between the posts, a couple of his saves being little short of remarkable.

The Buffs-Navy encounter reproduced the sensation of the day. In every department the League champions were superior, and they did little else than play with their opponents. Taylor, the Buffs' agile centre-forward, found his about 3 goals with a vengeance, being responsible for the first six of the eight goals scored. The match does not call for serious comment. I expect the Buffs to have a highly successful year. They are a clever side.

Like most other folk I anticipated that the new Kowloon combination would go down before the Artillerymen. At the same time, I did not expect that the margin would be so large. As it was, it seemed that the soldiers did not press home all their opportunities, and if they had chosen I think they could have made themselves heavier still.

The fact is that the Kowloon team contains several capable men, but there is not that even distribution of talent which alone will carry a side to frequent victory.

All through the game the Artillerymen held the whip hand over their opponents, though the standard of play by either side was not very high. There was far too much rough and tumble, and an almost complete disregard of the finer points of the game. Victory went to the right side, though it is possible that by the inclusion of one or two new men the Kowloonists may yet show up well.

THE ORBIT.

THE BUTLER WRIGHT CASE.

The Application at Shanghai for Change of Venue.

From the N.C. Daily News we learn that on October 4th Mr. J. C. E. Douglas, Counsel for Mr. Butler Wright, appeared before Sir H. de Saumarez in H. M. Supreme Court at Shanghai, and applied to change the venue of the trial of the defendant from Canton to Shanghai.

Mr. Douglas said that he had just arrived from Canton and he had brought with him the following affidavit made by the accused, in support of the application:—

I, William Butler Wright, of Shanghai, Canton, in the Empire of China, make oath and say as follows:—

1—I have been committed for trial upon four several charges of larceny of sums of \$21,626, \$14,000, \$5,000 and \$4,000, money of and belonging to His Imperial Majesty the Emperor of China.

2—Upon learning the case for the prosecution it appeared that the Managing Director of the Canton-Kowloon Railway, the representative of the Emperor of China in this matter, in no way consented to the institution of this prosecution, but that the same was instituted upon the personal initiative of one Frank Grove, Chief Engineer and a fellow employee with me of the railway.

3—I have been arrested on these charges without notice and without being given any opportunity to offer any explanation of matter in account, and I believe that in the institution of this prosecution as well as in its conduct, a certain amount of animus and personal feeling towards me has played no inconsiderable part. This personal feeling against me extends throughout the whole of the Shamen where I have many enemies and absolutely no friends. In proof of this I may state that though I have resided there for 23 months, have been a member of all Clubs, taken a prominent part in the life of the place and done kindnesses to many, I have found on my arrest no persons to come forward and give the necessary security to enable me to be released from custody.

4.—The matter of my arrest and charges has been fully discussed in all the Clubs and bars of the place and although the public which is very small and limited to about one hundred persons, have not yet been told my side of the story, they all seem to be fully convinced that I am guilty. 5.—In consequence of the above facts and in view of all circumstances of the case I conscientiously believe that it will not be possible for me to obtain fair and impartial trial before a jury of my fellow-countrymen in Canton.

Mr. Douglas added that it was well-known to some of the railway people that Mr. Wright was leaving as early as August 31, and it was well-known to the Chief Engineer two days before Mr. Wright left that he was leaving by the Tientsin Maru and that his passage was booked to Shanghai. The whole of the case had been put through with considerable haste, and that there was considerable feeling in connection with the matter was shown by the newspaper reports. In the N.C. Daily News of September 6, there was the following telegram:—

"CANTON-KOWLOON RAILWAY. ALLEGED DISAPPEARANCE OF AN ACCOUNTANT."

It has been reported to the police that Mr. Butler Wright, accountant of the Chinese section of the Canton-Kowloon railway, has disappeared.—Our Own Correspondent.

He then commented Mr. Douglas, was one of the many rumours which were prevalent at the time.

His Lordship—I shall have to have something stronger than that. That is a telegram to Shanghai and it cannot prejudice a trial in Canton.

Mr. Douglas—The local (Hongkong) papers have headed their articles about this case "The Railway Sensation," and such like. The chief basis of my application is the peculiar conditions prevailing in Canton. There is a very small jury list, and of that small list, witnesses and lawyers are resident in Shanghai. That reduces the list, and in addition everyone in the railway office would be excluded and in the International Bank, and possibly the Hongkong and Shanghai Bank.

His Lordship said that the Counsel at Canton, in a dispatch to the Court, considered that about fifteen gentlemen would be available to serve on the jury who could be considered independent and able to form a proper judgment on the case.

Mr. Douglas pointed out that each party had three peremptory challenges. That Mr. Douglas replied that if a jury could not be found the Court would, if necessary, sit with Assessors.

Mr. Douglas then dealt with the question of venue.

His Lordship—The Court would not sit in any way if a miscarriage of justice was in any way probable. He was acquainted with the conditions prevailing in Canton, and there might be some difficulty in obtaining a proper trial there. At the same time, he would remind counsel of the Counsel's statement that fifteen persons were available who would, in his opinion, give the accused an absolutely fair hearing, and decide on the merits of the case. With respect to the 23 names of the witnesses, the Counsel seemed to think that the witness Wei Han could not attend here, and as regards the railway he said the trial would cause great embarrassment to the administration and that they would lose the services of the Chief Engineer and Acting Chief Accountant at a time when the audit was going on.

Mr. H. P. Wilkinson, Crown Advocate, said that his chief objection to the case being tried in Shanghai was that it might be necessary to refer a great deal to the books of the railway, and in that case they would require to have all the books and other necessary material brought up here. He preferred to put the onus upon the jury in a way in which he would understand and they would understand. Then there was the question of expense, and the Crown might not be justified in paying the claims of all the witnesses who would have to come up here for trial. He thought that it was necessary that they should have Wei Han's evidence, and he could not see why they should be allowed to go away. Mr. Wilkinson added that it was a question whether the Crown was justified in having all this expense by bringing witnesses to Shanghai and transporting books, unless the same precautions were willing to pay something.

His Lordship—Is that a question I ought to consider?

Mr. Wilkinson referred to the practice in civil cases.

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Mr. Wilkinson—Yes, I think the Court should consider it. With regard to Wei Han, I think his Government should not allow

him to go away in the circumstances. As regards myself, my only serious objection to the case being tried here is that I should like to see the material in the question of account here at my hand, and the difficulty of explaining to a jury the whole of the case which has gone before. It is entirely for your Lordship to say whether the trial will be easier here or there.

His Lordship—Will you put it as high as this, Mr. Crown Advocate? You think it is your duty to oppose the case being tried here? I quite appreciate your reason that you would like everything in your hands before going into Court, and you might not have it here. In your feeling so strong as to oppose the trial here?

Mr. Wilkinson—It is my duty to place it before the Court for consideration.

His Lordship—Just so, but do you put it so strong as to press it?

Mr. Wilkinson—For that reason I would press it upon the Court.

His Lordship—Suppose there should be no delay. It seems to me if this were not pressed on, you would be able to get your papers and instructions for trial here. You always felt from the beginning of this case, that any hurry or haste would be most unfortunate and prejudicial to the proper administration of justice which is, of course, a proper determination of the question before us—the innocence or guilt of the prisoner. I think it is most unfortunate that the principal Chinese witness in such a case as this should not be able to attend, and I think it is really most essential that he should be here, and I think that the Chinese authorities should know that the trial is in your view, Mr. Wilkinson, and I think also the view of Mr. Douglas as representing the prisoner, is not.

Mr. Douglas—Yes, my Lord.

His Lordship—I think the Chinese authorities should know that the trial is in your view of all who are concerned in the administration of justice here, and that if, in the face of that, his attendance cannot be secured, at all events we shall feel that everything so far as the administration of justice is concerned, that is committed to our hands, that any failure of justice which might occur owing to the absence of this witness we cannot hold ourselves responsible for it. That is my view and I shall take the first opportunity of calling the Chinese authorities' notice to that by communicating with His Majesty's Minister in Peking. Feeling as I do, I would ask you, Mr. Douglas, if I grant this change of venue, whether you press for the case to be heard at once?

Mr. Douglas—I want to point out that I must be prepared for that man give evidence and that he would not be available for the trial. I have in a measure to be prepared for his absence. I think it is desirable that we should not have to rely on the evidence taken in the lower Court, but he should be present at the trial.

His Lordship—I think I must of necessity allow time to the Crown Advocate to get further instructions.

Mr. Douglas—My client feels so strongly about the change of venue as to stay in custody on a case two weeks to enable him to be done.

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DAY & NIGHT TELEPHONE: 492.

OPENED AT 10.30 AM.

A Chinese man who said he was a servant of the Governor of Canton, was charged before Mr. J. R. Wood, at the Magistracy today, with disorderly conduct and with assaulting a woman. It appears that he asked for two cents' worth of goods at a hawkers' stall and while he was being supplied he grabbed a number of articles. The hawkers' men' interfered with him and a scolding was called and he assailed the officer. His Worship sentenced prisoner to 14 days' imprisonment on each charge with hard labour.

The Registrar of Companies presented the Kwong Ku Co., and the Kwong Shun Steamboat Co., before Mr. J. R. Wood, at the Magistracy today, for failing to comply with the provisions of the ordinance in not rendering an account of the shareholders' within fourteen days after the ordinary general meeting. His Worship said that prosecution was the first of the kind but as there had been "extenuating circumstances" owing to the fact that the managing director had died some time before the meeting, he would impose a fine of \$100 in each case.

A Chinese youth was fined \$5 by Mr. J. R. Wood, at the Magistracy today, for shooting birds with an air rifle, without a license. A woman of the King George was fined \$5 for being drunk and disorderly while a rickshaw driver was sentenced to one month's imprisonment with hard labour for stealing a gold-mounted umbrella from the wife of a Sergeant Major of the R.E. It appears that complainant left it in a rickshaw as he was getting out and the "cock's-bell" of the driver's charge bag the umbrella was found in his possession.

There was a large attendance at the Y.M.C.A. concert, Saturday evening, when a musical concert, the first of the season, was held. A special concert in the form of a singing competition was one of the items of the excellent programme and Miss Nicholson was the winner by gaining the contents of her bottle of oil of thirteen.

Those who wish to contribute to the support of the Y.M.C.A. concert, Mr. J. R. Wood, at the Magistracy today, for failing to comply with the provisions of the ordinance in not rendering an account of the shareholders' within fourteen days after the ordinary general meeting. His Worship said that prosecution was the first of the kind but as there had been "extenuating circumstances" owing to the fact that the managing director had died some time before the meeting, he would impose a fine of \$100 in each case.

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SHANGHAI, KOBE AND YOKOHAMA	ARMAND BEHIC	Goussier	Oct. 25, p.m.
MARSEILLES, Via PORT...SYDNEY	Cora		Oct. 25, at 1 p.m.

TRANS SHIPPING on the Co's Steamers at SHANGHAI for BALATA, at COLOMBO for Ceylon, BOMBAY and AUSTRALIA, at PORT SAID for the Levant, CONNOR, GREECE and BLACK SEA.

Through Tickets to London, via Paris, from £27.10 up to £71.10. 20 hours railway from MARSEILLES to London. Interpreters meet passengers on their arrival in London.

For further particulars apply to

P. de CHAMPORIN, Agent, QUEEN'S BUILDING.

HAMBURG-AMERIKA LINIE, HAMBURG.

FAST-ASIATIC FREIGHT SERVICE.

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES, Via STRAITS AND COLOMBO.

(To HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK)

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

Also via Aden or Port Said by the Company's Arabian and Persian Service to

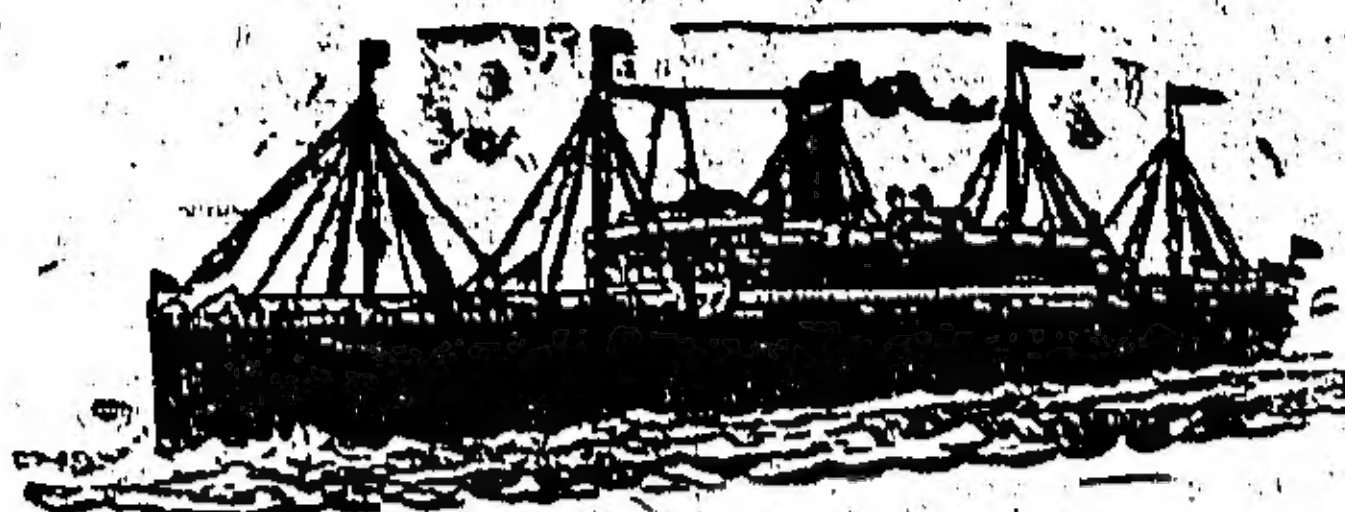
NEXT SAILINGS FROM HONGKONG.

Outward	Home
For Shanghai, Yokohama & Kobe	For Havre & Hamburg
S.S. SILESIA 19th Oct.	S.S. NIOMEDIA 19th Oct.
S.S. BRIGAVIA 21st Oct.	S.S. AMBERG 18th Oct.
S.S. SILESIA 1st Nov.	S.S. AMBERG 18th Oct.
S.S. SILESIA 1st Nov.	S.S. AMBERG 18th Oct.
S.S. SILESIA 1st Nov.	S.S. AMBERG 18th Oct.
S.S. SILESIA 1st Nov.	S.S. AMBERG 18th Oct.
S.S. SILESIA 1st Nov.	S.S. AMBERG 18th Oct.
S.S. SILESIA 1st Nov.	S.S. AMBERG 18th Oct.

For further particulars, apply to HAMBURG-AMERIKA LINIE Hongkong Office.

Shipping.

PACIFIC MAIL S.S. COMPANY, TOYO KISEN KAISHA. U.S. MAIL LINES.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Hongkong, on Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES
MANCHURIA 27,000 Tons	SATURDAY, 14th Oct., at Noon.
ORION MARU 21,000 Tons	FRIDAY, 22nd Oct., at Noon.
MONGOLIAN 21,000 Tons	SATURDAY, 13th Nov., at Noon.
TOYO MARU 21,000 Tons	FRIDAY, 19th Nov., at Noon.
KOREA 18,000 Tons	TUESDAY, 30th Nov., at Noon.
NIIPPON MARU 11,000 Tons	FRIDAY, 10th Dec., at Noon.
SIBERIA 18,000 Tons	FRIDAY, 17th Dec., at Noon.

* Twin Screw. * Triple Screw Steamer.

The S.S. MANCHURIA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu, on SATURDAY, October 16th, at Noon.

Fares: Hongkong to London £71.10. 6. including Berth and Meals across America.

INTERMEDIATE SERVICE.

Asia 9,500 Tons	SATURDAY, 30th Oct., at Noon.
China 10,200 Tons	FRIDAY, 24th Dec., at Noon.

The fine Mail Steamers ASIA and CHINA carry intermediate passengers only, affording superior accommodation for that class.

Hongkong to London (via Canadian Atlantic Port) £43.

Hongkong to London (via New York) £45.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Services of the Chinese and Japanese Governments.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passages and Freight, apply to the Agency of the Companies, Kine's Bazaar (opposite Blake Pier).

S. SILVERSTONE, Agent.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES
MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	KANAGAWA MARU, Capt. J. Nagao, Tons 6500	WEDNESDAY, 13th Oct., at Daylight.
	HA-KATA MARU, Capt. J. Dring, Tons 6500	WEDNESDAY, 27th Oct., at Daylight.
VICTORIA, B.O. & SEATTLE, VIA SHANGHAI, MOJI, KOBE, YOKOHAMA, KAIKAI, AND YOKOHAMA	AKI MARU, Capt. K. Sato, Tons 7000	TUESDAY, 12th Oct., at Noon.
	KAGA MARU, Capt. M. Hagino, Tons 6500	TUESDAY, 9th Nov., at Noon.
SYDNEY AND MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	YAWATA MARU, Capt. T. S. Sato, Tons 6000	FRIDAY, 29th Oct., at Noon.
	NIKKO MARU, Capt. M. Yagi, Tons 6000	FRIDAY, 29th Oct., at Noon.
SHANGHAI, MOJI & KOBE	BOMBAY MARU, Capt. W. A. Evans, Tons 6000	FRIDAY, 15th Oct., at Noon.
	ADO MARU, Capt. G. C. Hurry, Tons 6500	FRIDAY, 15th Oct., at Noon.
KOBE & YOKOHAMA	HIRANO MARU, Capt. E. Fraser, Tons 9000	FRIDAY, 29th Oct., at Noon.
	NIKKO MARU, Capt. M. Yagi, Tons 6000	TUESDAY, 23rd Oct., at Noon.
BOMBAY, VIA SINGAPORE AND COLOMBO	CEYLON MARU, Capt. Fred. Pyne, Tons 4500	SUNDAY, 24th Oct., at Noon.

* Fitted with new system of wireless telegraphy. * Cargo only.

Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9000 Ton Passenger Steamers will be despatched from Hongkong as follows:-

Miyasaki Maru (Capt. T. Maru)	About Wed., 20th Oct.
Kitano Maru (Capt. F. E. Ope)	About Wed., 17th Nov.
Hirano Maru (Capt. H. Fraser)	About Wed., 18th Dec.
Kamo Maru (Capt. F. L. Sommer)	About Wed., 19th Jan.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, Manager.

MIYASAKI & CO., COAL MERCHANTS.

HEAD OFFICE: SHANGHAI, CHINA.

BRANCHES: HONGKONG, SHANGHAI, YOKOHAMA, JAPAN AND MANILA.

CABLE ADDRESSES: MIYASAKI, applying to Head Office and Shimomoto branch, YUTAKA, applying to Hongkong Branch only.

By C. C. 622 Kowloon cable.

The Head and Branch Offices will receive any Order for

JAPAN COALS.

Y. KUBO, MANAGER, HONGKONG, 4th Floor, No. 3 CONNAUGHT ROAD.

ECONOMIC EXPLORATION.

When Columbus discovered America among the motives that inspired him and other explorers was the desire to find new markets. Since then the search for wealth, colonizing ambitions, the desire to spread Christianity, the love of sport and adventure have served as inducements to make men exchange "home-comforts" for the hazardous life of an explorer. In the September number of Travel and Exploration, Mr. David Fairchild, Chief of the U.S.A. Department of Agriculture, explains a new purpose for exploration. His Government, anxious to improve the agricultural resources of America, sends trained botanists into the remotest corners of the world in search for the seeds of any plant that may prove to have an economic value. Of one explorer in the service of the Office of Plant Introduction, whose field of work is North-East Asia, Mr. Fairchild writes:—"Sometimes he has found new plants in the backyard of a missionary bungalow, sometimes they were on some bleak mountain side where wolves and tigers are so frequent that the Chinese guides deserted him. Sometimes he has bought seeds of a rice planter in his field of dry land rice, or cucumber seeds of a Chinese hot-house owner, or dug up a few plants from the sedge lawn in front of a foreign legation in Peking. He has picked seeds from sacred trees growing on the tombs of Confucius, and harvested the seed crop from alfalfa plants which he found growing on the city wall of Liao Yang."

Hotels.

KING EDWARD HOTEL.

HIGH-CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS. Private Bar and Billiard Room. Hot and Cold Water throughout. Electrically Lighted. Electric Fan (if required). Electric Passenger Elevator to each Floor. Tables Dressed at Separate Tables. Tel. Address: "VICTORIA," Hongkong. For Terms, etc., apply to the MANAGER. Hongkong, October 2, 1908. 1208

"BRASSIDE" PRIVATE HOTEL.

STANDING in its own grounds, with Tennis and Croquet Lawns, Large Airy and Well-Furnished Rooms. Every home comfort. Fine View of the Harbour. Telephone, No. 880. Apply to Mr. F. W. WAITS, "Brasside," 20, Macdonnell Road. Hongkong, September 2, 1908. 1214

VICTORIA HOTEL.

SHAMKIN, CANTON. Manager: Mr. H. LAYNE. Telegraphic Address: "Victoria Shamkin." Situated on the British Consession.

MACAO HOTEL, MACAO.

Telegraphic Address: "Farmer Macao." Situated in the Centre of the Praya Grande. Both Hotels electrically lighted and under experienced European Supervision. GROCERIES AND CHINA PROVIDED. Every information and special attention to Tourists. Reasonable Rates. Wm. FARMER, Proprietor. Macao, May 13, 1908. 730

"KINGSCLERE" PRIVATE HOTEL.

APPROACHED from Kennedy Road and Macdonnell Road. Tel. No. 134. Tel. Address: "KINGSCLERE." B.O. Code, 4th E2.

Electric light, hot and cold water throughout. Billiard, tennis, croquet, putting green and fine stabling for horses. Proprietress, Mrs. F. SAUSSE. Hongkong, September 1, 1908. 1208

SECOND EDITION.

HISTORY OF THE CHURCHES OF INDIA, BURMA, SIAH, THE MALAY PENINSULA, CAMBODIA, ANNA, THAILAND, COCHINA AND JAPAN.

Entered into the Society of the "Missionary Enterprises," Translated by EDWARD HARTER PARKER and Reprinted from THE CHINA REVIEW. Price 50 Cents.

For Sale at the CHINA MAIL OFFICE, 4, Wyndham Street.

THE COMMERCIAL LAW AFFECTING CHINESE.

With Special Reference to PARTNERSHIP REGISTRATION AND BANKRUPTCY LAWS IN HONGKONG. Reprinted from the CHINA MAIL.

For Sale at the CHINA MAIL OFFICE, 4, Wyndham Street.

Price 20 Cents.

THE BACK DOOR.

A REVEALING OF WHAT MIGHT HAPPEN. Reprinted from the CHINA MAIL.

For Sale at the CHINA MAIL OFFICE, 4, Wyndham Street.

Price 20 Cents.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

(SUBJECT TO ALTERATION)		TO SAIL
For SANDAKAN	MAURANG	TUESDAY, Oct. 12, at 8 a.m.
SHANGHAI, via SWATOW	HANGKOW	TUESDAY, Oct. 12, at 4 p.m.
TIENTSIN, via TSINGTAI	CHEONGSHING	WEDDAY, Oct. 13, at 4 p.m.
WEIHAIWEI & CHEFOO	DOONGSANG	FRIDAY, Oct. 15, at 4 p.m.
SINGAPORE, PENANG	NAMSANG	SATURDAY, Oct. 16, at 2 p.m.
AND CALCUTTA		

RETURN TO JAPAN. Occupying 34 days.

The steamer Kurewa, leaving about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified Surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Yantai, Liao Tung, Chaochow, Tientsin, Taku, Utsun, Josselin and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., General Managers.

CHINA NAVIGATION CO., LD. CHINA.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	TRAN	Oct. 12, at 3 p.m.
NEWCHANG	NANCHANG	Oct. 19, at 4 p.m.
CHINSHANG	KWEE	Oct. 19, at 4 p.m.
SHANGHAI	CHINESE	Oct. 14, at 4 p.m.
TIENTSIN	HUKOW	Oct. 17, Daylight.
MANILA, ZAMBOANGA, and USUAL AUSTRALIAN PORTS	CHANGHAI	Nov. 5, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. "LINTAN" and S.S. "SANTU". AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior accommodation, with Electric Light throughout, and Electric Fans in the Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN SCREW STEAMERS—S.S. Anhui, Chusan, Liao, Chinkai—with excellent passenger accommodation, Electric Light throughout and Electric Fans in Staterooms and Dining Saloon, leave Hongkong for Shanghai every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports, avoiding the inconvenience of transshipment at Wuchang.

FARES INCLUDING WINE:—\$45.00 Single. \$90.00 Return.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED.

SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE & FUGET SOUND RAILWAY.

THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY. (The only direct train service, without transshipment, also shortest and fastest route) from the Pacific Coast to CHICAGO.

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For	Steamers	Tons (gross reg.)	Leaves
TACOMA, via KEELUNG, SHANGHAI, MOJI, KOBE, PITZPATRICK, SHIMIDZU & YOKOHAMA	Capt. E. R. Hutchinson.	4,416	Saturday, 23rd Oct., at Noon.
Do.	SEATTLE MARU, Capt. T. Saito.	6,182	Saturday, 20th Nov., at Noon.

The Co.'s newly built steamer have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Porcelain. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE.

For	Steamers	Leaves
ANPING, via SWATOW AND AMOY	U-HU MARU, Captain T. Sugai.	FRIDAY, 18th Oct., at 10 a.m.
SWATOW, AMOY & TAMSUI	DAIJIN MARU, Captain T. Katsuraki.	SUNDAY, 17th Oct., at 10 a.m.
SWATOW, AMOY & TAMSUI	DAIGI MARU, Captain S. Murayama.	SUNDAY, 24th Oct., at 10 a.m.

Fair speed. Superior passenger accommodation. Electric light throughout. First-class cuisine.

The newly built steamers: "CHONGYU MARU" and "BUJUN MARU"—First-class cabins—AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, June 22, 1909.

T. ARIMA, Manager.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAFLES, GENOA, AEGLEES, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	LUEZOW, Capt. O. Deters.	WEDNESDAY, 20th Oct., at Noon.
SHANGHAI, SAGASAKI, KOBE & YOKOHAMA	PRINCESS ALICE, Capt. P. Groch.	WEDNESDAY, 20th Oct.
MANILA, YAP, NEWGUINEA, COBLENZ, BRISBANE, SYDNEY & MELBOURNE	Capt. H. Raegener.	FRIDAY, 5th Nov., at Daylight.
YOKOHAMA & KOBE	COBLENZ, Capt. H. Raegener.	About SATURDAY, 16th Oct.
KUDAT and SANDAKAN	BORNEO, Capt. F. Wenzel.	16th Oct.

Fair speed. Superior passenger accommodation. Electric light throughout. First-class cuisine.

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Hongkong, June 22, 1909.

T. ARIMA, Manager.

Shipping.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.HOMEWARD PASSENGER SEASON 1910.
PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave to Colombo	Connecting Steamers from Colombo to MARSEILLES & LONDON	Due MARSEILLES (Brindisi) (3 days earlier)	Due LONDON (1 day later)
STEAMER	Leave to Colombo	Connecting Steamers from Colombo to MARSEILLES & LONDON	Due MARSEILLES (Brindisi) (3 days earlier)	Due LONDON (1 day later)
ARCADIA.....7000	Feb. 5	MAHUA.....11000	March 11	March 11
DELTA.....8000	March 5	MAHUA.....11000	March 19	March 19
MAHUA.....11000	March 19	(Through steamer) (calling at Bombay)	April 16	April 23
DEVANHA.....8000	April 2	MONGOLIA.....10000	April 30	May 6
ASSATE.....8000	April 16	MONGOLIA.....10000	May 14	May 20
DELTA.....8000	April 30	MONGOLIA.....10000	May 28	June 3
DELTA.....8000	May 14	MONGOLIA.....10000	June 12	June 18

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Har. Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking.

FARES TO LONDON (Including Surtax):
1st Saloon.....£71.10 Single. £106.14 Return.
2nd ".....£48.8 " £72.12 "In addition to the above Mail Steamers the following—
INTERMEDIATE (NOT-TAKING) STEAMERS
WILL LEAVE FORLONDON,
CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave Hongkong	Due London
SYRIA.....8600	January 26	March 19
SUMATRA.....8600	February 9	March 26
NYANZA.....8700	February 23	April 9
SUNDA.....8600	March 6	April 23
MALTA.....8600	March 20	May 6
SARDINIA.....8600	April 3	May 20
NORSE.....8700	May 18	July 2

These Steamers call also at Singapore, Penang, Colombo, and at Marseilles.
FARES TO LONDON (Including Surtax):
1st Saloon.....£55.0 Single. £82.10 Return.
2nd ".....£38.10 " £57.4 "For further particulars apply to
E. A. HEWETT,
Superintendent.

Hongkong, November 2, 1909.

15

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
MANZANILLO, (MEXICO), CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU AND SALINA CRUZ (MEXICO).s.s. Hongkong Maru - 6000 tons gross Oct. 26th, at noon.
s.s. Manshu Maru - 5000 " " Dec. 10th, at noon.
s.s. America Maru - 6000 " " Feb. 5th, at noon.For particulars apply to
K. MATSUDA, Manager.
TOYO KISEN KAI-KA, Yokohama, Japan.

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DOUGLAS STEAMSHIP COMPANY,
LIMITED.HONGKONG—SOUTH CHINA
COAST PORTS.

HIGHEST-Class, fastest and most luxurious steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light and First-Class Cuisine.

STEAMSHIP	For	LEAVING
HAIVANG.....	SWATOW, AMOY & FOOSHOW.	TUESDAY, 12th Oct., at 10 a.m.
HAIMUN.....	SWATOW.	WEDNESDAY, 13th Oct., at 10 a.m.
HAICHING.....	SWATOW, AMOY & FOOSHOW.	FRIDAY, 15th Oct., at 1 p.m.

For the convenience of Passengers, Steamers will arrive at, and depart from, the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to
DOUGLAS, LAPRAIK & CO.,
General Managers.

Hongkong, November 17, 1909.

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JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED OF OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAHU.....	JAPAN	First half of Oct.	JAVA	First half of Oct.
TJIPANAS.....	JAVA	Do.	SHANGHAI	Do.
TJIKINI.....	JAPAN	Do.	JAVA	Do.
TJILATJAP.....	JAVA	Second half of Oct.	SHANGHAI	Second half of Oct.
TJILIWONG.....	JAVA	Do.	JAPAN	Do.
TJIBODAS.....	JAPAN	First half of Nov.	JAVA	First half of Nov.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Northern, Indo-Chinese ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to
DOUGLAS, LAPRAIK & CO.,
General Managers.

Hongkong, November 17, 1909.

158

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TJIKINI.....	JAPAN	Do.	JAVA	Do.
TJILATJAP.....	JAVA	Second half of Oct.	SHANGHAI	Second half of Oct.
TJILIWONG.....	JAVA	Do.	JAPAN	Do.
TJIBODAS.....	JAPAN	First half of Nov.	JAVA	First half of Nov.

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DOUGLAS, LAPRAIK & CO.,
General Managers.

Hongkong, November 17, 1909.

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CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
CUBI.....	3540	W. R. Almond	Manila	SATURDAY, Oct. 16, at Noon.
SAFRO.....	3540	A. Rodger	"	SATURDAY, Oct. 23, at Noon.

For Freight or Passage, apply to
Shewan, Tomes & Co., General Managers.

Hongkong, October 4, 1909.

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Shipping.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.HOMEWARD PASSENGER SEASON 1910.
PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

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DELTA.....8000	May 14	MONGOLIA.....10000	June 12	June 18

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2nd ".....£48.8 " £72.12 "In addition to the above Mail Steamers the following—
INTERMEDIATE (NOT-TAKING) STEAMERS
WILL LEAVE FORLONDON,
CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave Hongkong	Due London
SYRIA.....8600	January 26	March 19
SUMATRA.....8600	February 9	March 26
NYANZA.....8700	February 23	April 9
SUNDA.....8600	March 6	April 23
MALTA.....8600	March 20	May 6
SARDINIA.....8600	April 3	May 20
NORSE.....8700	May 18	July 2

These Steamers call also at Singapore, Penang, Colombo, and at Marseilles.
FARES TO LONDON (Including Surtax):
1st Saloon.....£55.0 Single. £82.10 Return.
2nd ".....£38.10 " £57.4 "For further particulars apply to
E. A. HEWETT,
Superintendent.

Hongkong, November 2, 1909.

15

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
MANZANILLO, (MEXICO), CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU AND SALINA CRUZ (MEXICO).s.s. Hongkong Maru - 6000 tons gross Oct. 26th, at noon.
s.s. Manshu Maru - 5000 " " Dec. 10th, at noon.
s.s. America Maru - 6000 " " Feb. 5th, at noon.For particulars apply to
K. MATSUDA, Manager.
TOYO KISEN KAI-KA, Yokohama, Japan.

354

DOUGLAS STEAMSHIP COMPANY,
LIMITED.HONGKONG—SOUTH CHINA
COAST PORTS.

HIGHEST-Class, fastest and most luxurious steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light and First-Class Cuisine.

STEAMSHIP	For	LEAVING
HAIVANG.....	SWATOW, AMOY & FOOSHOW.	TUESDAY, 12th Oct., at 10 a.m.
HAIMUN.....	SWATOW.	WEDNESDAY, 13th Oct., at 10 a.m.
HAICHING.....	SWATOW, AMOY & FOOSHOW.	FRIDAY, 15th Oct., at 1 p.m.

For the convenience of Passengers, Steamers will arrive at, and depart from, the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to
DOUGLAS, LAPRAIK & CO.,
General Managers.

Hongkong, November 17, 1909.

158

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED OF OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAHU.....	JAPAN	First half of Oct.	JAVA	First half of Oct.
TJIPANAS.....	JAVA	Do.	SHANGHAI	Do.
TJIKINI.....	JAPAN	Do.	JAVA	Do.
TJILATJAP.....	JAVA	Second half of Oct.	SHANGHAI	Second half of Oct.
TJILIWONG.....	JAVA	Do.	JAPAN	Do.
TJIBODAS.....	JAPAN	First half of Nov.	JAVA	First half of Nov.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Northern, Indo-Chinese ports on through Bills of Lading.

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Hongkong, November 17, 1909.

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General Managers.

Hongkong, November 17, 1909.

158

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
CUBI.....	3540	W. R. Almond	Manila	SATURDAY, Oct. 16, at Noon.
SAFRO.....	3540	A. Rodger	"	SATURDAY, Oct. 23, at Noon.

For Freight or Passage, apply to
Shewan, Tomes & Co., General Managers.

Hongkong, October 4, 1909.

157

Shipping.

CANADIAN PACIFIC
RAILWAY CO.HOMEWARD PASSENGER SEASON 1910.
PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave to Colombo	Connecting Steamers from Colombo to MARSEILLES & LONDON	Due MARSEILLES (Brindisi) (3 days earlier)	Due LONDON (1 day later)
STEAMER	Leave to Colombo	Connecting Steamers from Colombo to MARSEILLES & LONDON	Due MARSEILLES (Brindisi) (3 days earlier)	Due LONDON (1 day later)
ARCADIA.....7000	Feb. 5	MAHUA.....11000	March 11	March 11
DELTA.....8000	March 5	MAHUA.....11000	March 19	March 19
MAHUA.....11000	March 19	(Through steamer) (calling at Bombay)	April 16	April 23
DEVANHA.....8000	April 2	MONGOLIA.....10000	April 30	May 6
ASSATE.....8000	April 16	MONGOLIA.....10000	May 14	May 20
DELTA.....8000	April 30	MONGOLIA.....10000	May 28	June 3
DELTA.....8000	May 14	MONGOLIA.....10000	June 12	June 18

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Har. Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking.

FARES TO LONDON (Including Surtax):
1st Saloon.....£71.10 Single. £106.14 Return.
2nd ".....£48.8 " £72.12 "In addition to the above Mail Steamers the following—
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Hongkong, November 17, 1909.

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SPORTING.

Football.

BUFFS v. NAVAL YARD.
Played on the Military Ground on Saturday in the presence of a fairly large crowd of spectators. The sides turned out as follows:—

Buff: Black, Bartlett and Ruler; Tappett, Wren and Dario; Barker and Brewster; Taylor; Stiff and Williams.

Naval Yard: Ledbridge; J. C. Joughin and Pascoe; Coulombs, Haines and Fye; Crowley and Adams; Rockford; Means and Dabiel.

Although opening against a strong wind in the opening half, the Buffs took matters into their own hands, and when the interval was called they led by four goals to nil. Taylor having scored the whole of them. The soldiers continued to monopolize the play in the second half, Taylor crediting himself with two more goals, and Brewster and Barker with one each. The Yardmen failed to respond and thus lost by 8 goals to nil.

R.G.A. v. Kowloon.

The newly formed club at Kowloon had the R.G.A. team as visitors, on Saturday, when there was a large attendance of spectators to witness the match. The team was:

Kowloon: Foulkes; Van Ginkel and Allen; Stubbs, A. P. Storie, and Blackburn; Mend and Wilkie; Brown; Morris and Hildley.

R.G.A.: Beatty; Oley and Waters; Walker, Weaver and Hewitt; Crump and Ansell; Watts; Nash and Ballin.

The soldiers made a rush at the start and were soon all over the Kowloon players. They were not long in getting two goals through Ansell and Nash. The soldiers played an exceedingly well while Kowloon suffered somewhat from want of practice. But there is no doubt when this team gets into the swing they will be a powerful combination to combat.

The game throughout was very fast and end to end play was frequently the order of the day. Watts put on another goal just before half-time when the score stood R.G.A., 3 goals; Kowloon, nil.

Kowloon showed much better form in the second half and gave the players plenty to do. They however forced play and soon increased their lead by Watts, Foulkes being completely beaten. Kowloon, however, rallied splendidly and racing down the field, Brown, who secured the ball, had little difficulty in defeating Beatty.

Kowloon, thus registering their first and only goal in the match. This increased their confidence but time was soon called, the final score being R.G.A., 4 goals; Kowloon, 1.

SIX-A-SIDE COMPETITION.

The following is the result of the drawing in connection with the above:—

Mr. Garrett, Team, Mr. E. C. Goldenberg, Mr. Lester, Mr. Young, Mr. Morrison, Mr. Chapman, Mr. Dandy, Team, Mr. Hickling, Mr. Chapman, Mr. Morrison, Mr. Shaw, Mr. Kennett, Captain, Mr. Carroll, Team, Mr. Mead, Mr. Clark, Mr. Whitman, Mr. Oliver, Mr. Knott, Captain, Mr. Weston, Team, Mr. Mead, Mr. Manning, Mr. Rickett, Mr. Davies, Mr. Hestert, Captain, Mr. Gregory, Team, Mr. Barlow, Mr. Hilby, Mr. Sayer, Mr. Hunter, Mr. Totton, Reserves: Messrs. Polley, Bevington, Goldenberg, Fernier, Mr. Weston, Mr. Taylor, Brett, Clayton, Home.

FIFTEENS FOR OCTOBER.

H. L. O. Garrett, v. F. G. Carroll.
J. D. Dandy, v. A. Gregory.
W. Weston, v. J. D. Dandy.
A. Gregory, v. F. G. Carroll.
H. L. O. Garrett, v. W. Weston.
J. C. Dandy, v. F. G. Carroll.
A. Gregory, v. H. L. O. Garrett.
J. D. Dandy, v. W. Weston.
A. Gregory, v. F. G. Carroll.

Conditions.—15 minutes each way.

Points, 2 points for a win; 1 point for a draw. At 5 p.m. prompt.

The League Table.

All the League teams were engaged on Saturday. The only wins were secured by military combinations, the Buffs starting off phenomenally by overcoming the Naval Yard with 8 goals to spare, while the R.G.A. had little difficulty in accounting for Kowloon. Altogether there were 13 goals notched on Saturday, of which the winning teams claimed no less than 12.

The table reads as follows:—

	P.	W.	D.	L.	Pts.
Buff	1	0	0	0	0
R.G.A.	1	0	0	0	2
Club	1	0	0	1	1
R.E.	1	0	0	1	1
Kowloon	1	0	0	1	0
Naval Yard	1	0	0	0	0

Cricket.

The match which was arranged between the Hongkong Cricket Club and the R.G.A.'s, on Saturday afternoon, was abandoned owing to the inclemency of the weather.

EXCHANGE.

Hongkong, October 11, 1909.

On London: Bank of India, 1/10 1/2

On demand: 1/10 1/2

30 days sight: 1/10 1/2

4 months sight: 1/10 1/2

6 months sight: 1/10 1/2

On Paris: 1/10 1/2

On demand: 1/10 1/2

30 days sight: 1/10 1/2

On New York: 1/10 1/2

On demand: 1/10 1/2

30 days sight: 1/10 1/2

On Bombay: 1/10 1/2

On demand: 1/10 1/2

30 days sight: 1/10 1/2

On Calcutta: 1/10 1/2

On demand: 1/10 1/2

30 days sight: 1/10 1/2

On Singapore: 1/10 1/2

On demand: 1/10 1/2

30 days sight: 1/10 1/2

On Manila: 1/10 1/2

On demand: 1/10 1/2

30 days sight: 1/10 1/2

On Yokohama: 1/10 1/2

On demand: 1/10 1/2

30 days sight: 1/10 1/2

On Kobe: 1/10 1/2

On demand: 1/10 1/2

30 days sight: 1/10 1/2

On Osaka: 1/10 1/2

On demand: 1/10 1/2

30 days sight: 1/10 1/2

On Hongkong: 1/10 1/2

On demand: 1/10 1/2

30 days sight: 1/10 1/2

On Shanghai: 1/10 1/2

On demand: 1/10 1/2

30 days sight: 1/10 1/2

WEATHER REPORT.

The following notice is issued from the Hongkong Observatory:—

On the 11th at 11.35 a.m.—The barometer has risen at the Indo-China stations, the depression having moved away westward from Amoy.

The barometer has risen in Wladivostok, and fallen over Japan. The high pressure area has shifted eastwards over the Pacific, and a shallow depression lies now over the Sea of Japan.

Pressure is still inclined to give way over the Philippines.

Moderate N.E. winds may be expected in the Formosa Channel, and moderate E. winds over the northern shores of the China Sea.

Forecast for the 24 hours ending at 10 a.m. to-day, 8.20 inches.

Forecast for the 24 hours ending at noon to-morrow:—

1.—Hongkong and Neighbourhood: E. E. winds, moderate; showers.

2.—Formosa Channel: N.E. winds, moderate.

3.—South coast of China between Hongkong and Lamook: Same as No. 1.

4.—South coast of China between Hongkong and Hainan: Same as No. 1.

THE OVERLAND CHINA MAIL.

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EXTRA: 1

LEADING ARTICLES: 1

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A Conservative Budget: 1

British Postal Agencies in China: 1

Soviet Imports and International: 1

The World's Wheat Supply: 1

Autism: A Collection: 1

Imperial Defence: 1

News of the Week: 3 & 5

Legislative Council: 1

Committee of the Legislative Council: 1

DEBATE: 1

CLAIM FOR MONEY LENT: 1

REVIEW: 1

CHINA'S RAILWAYS: 1

PANORAMIC VIEWING IN HONGKONG: 1

DASTARDLY PP-F in KENNEDY ROAD, 1

CHINA'S COLLECTOR: 1

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To-day's Advertisements.

THIS WEEK'S.

'OVERLAND CHINA MAIL.'

FULL REPORT OF THE

GOVERNOR'S BUDGET SPEECH.

Price, posted from the 'China Mail'

Office, including postage,

34 cents per copy.

HARBOUR MASTER'S DEPARTMENT.

It is hereby notified that information

has been received from the MILITARY

AUTHORITIES that GUN PRACTICE

will be carried out as under:—

On TUESDAY, the 12th October:—

From Lower Belcher in a North-West-

erly direction, at ranges up to 8,250

yards, commencing at 9 a.m., and

finishing at 1 p.m.

On THURSDAY, the 14th October:—

From Saiwan and Gough in a North-

easterly and a South-easterly direc-

tion, at ranges up to 8,250 yards,

commencing at 10 a.m., and finishing

at 2 p.m.

If the weather is unfavourable on any

of the above dates, practice will take place

on the following day.

All ships, junks and other vessels are to

keep clear of the range.

Hongkong, October 11, 1909. 1275

SAILORES' AND SOLDIERS' HOME.

ARSENAL STREET, HONGKONG.

MR W. H. EMBRELEY has ceased to

be our Manager; his place is taken by

Mr F. PEPPERELL.

Hongkong, October 11, 1909. 1278

KOWLOON CRICKET CLUB.

AN EXTRAORDINARY GENERAL

MEETING OF THE MEMBERS will

be held in the CLUB PAVILION, at

6 p.m., on WEDNESDAY, October 20th.

Business as stated on Notice Board.

T. O'HEE,

Hon. Secretary.

Hongkong, October 11, 1909. 1274

AUSTRIAN NAVIGATION

LODYS STEAM

STEAM TO

SHANGHAI, YOKOHAMA AND

Kobe.

The Co's Steamship

CHINA, Captain BEAUCOURT, will leave for the

above places on MONDAY, the 12th

inst.

This steamer has capital accommodation